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1939.

Resident's Office
Bangalore

Pros. / Serial Nos. 1 —

(A)

Subject.

Bangalore - Gersoppa Road - improvements to - part I - Surface Repairs

Previous References.

R 431 — 38 W

7 329 — 37

Later References.

S. 97.—(Blue).

MFP—1310 S&P—(M-2226)—14-6-37—100,000

NOTES AND PRECIS.

D. No.8867. S.N.5.

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(2)

The enclosure to P.U.C. contains information we have on our file, though it does not include our last letter to the Government of India at S.N.16. R.D.431.38 It also shows in addition that the Bombay Government have sanctioned a scheme estimated to cost Rs: 2,43,293/- for the improvement to the road from Siddapur to Gersoppa village. As the construction of the proposed bridge over Sharavathi would provide direct communication between Bhatkal port and Sirsi and Siddapur, and as the Government of Bombay are also ~~very much~~ interested in the construction of the bridge in question, there is every chance of the Government of India sanctioning a grant from the Road Fund for the construction of the bridge.

(B)

A reply to S.N.16 may be awaited.

31.8.39

31.8.39

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Has this come?

Record

17/5/40

18/5/2

CORRESPONDENCE.

HON'BLE THE RESIDENT
IN MYSORE, BANGALORE.
26 AUG. 1939
Diary No. 8867
File No.

No.1249/36-C.
Public Works Department.
Bombay Castle, 22nd August 1939.

From

R. G. Sule, Esquire, I.S.E.,
Secretary to the Government of Bombay,
Public Works Department.

To

The Honourable the Resident in Mysore.

Subject:-Bangalore-Gersappa Road:
Improvements to - Part I -Surface repairs.

....

Sir,

I am directed to forward herewith a copy of Government Resolution No.1249/36, dated the 25th July 1939, on the subject mentioned above for your information.

I have the honour to be,
Sir,
Your most obedient servant,

For Secretary to the Government of Bombay,
Public Works Department.

D.A.-Copy of G.R.
referred to.

Typed by M.K.P.
22-8-39.
Compared by:-

GOVERNMENT OF BOMBAY.

PUBLIC WORKS DEPARTMENT.

Resolution No. 1249/36.

Bombay Castle, 25th July 1939.

Read letter No. C. 35, dated the 5th April 1937, from the Government of India, Department of Industries and Labour, forwarding the following letter No. 1672/S, dated the 28th January 1937, from the Secretary to the Government of Mysore, Public Works Department:—

" I am directed to enclose an extract from Atlas Sheets Nos. 48, J, N, K, and O, showing the course of the Sharavathi river, which flows in the Shimoga District of the Mysore State and after running for a length of about 55 miles thereafter, in the Bombay Presidency, joins the Arabian Sea near Honnavar. The site of the famous Gersappa Falls on that river and the approach roads leading thereto are also indicated therein.

" 2. Trade between the prosperous Sagar Taluka of the Shimoga District and the sea coast on the West is greatly handicapped at present for want of a bridge over the Sharavathi. The Birur-Shimoga Railway line has helped to open up the District, and trade and passenger traffic have increased to a great extent and the Government of Mysore have lately sanctioned the extension of the Railway to Sagar. It is expected that the line will be ready for traffic by April 1938. The Mysore Railway Department have also been running buses from Anandapur to Jog Falls in the season for the convenience of the numerous visitors to the Falls.

" Though Bhatkal, situated on the West coast, is only 26 miles from Sagar, yet it cannot be reached by any convenient bridged roads, as the Sharavathi river is unbridged within the State limits. As goods from Cochin and Bombay Harbours are transported to Sagar *via* Bhatkal and a convenient link in the communication between the Shimoga District and the West Coast would be inestimable value for the economic development of this area, the Government of Mysore contemplate the construction of a bridge over the Sharavathi, near about the site of the present ferry, above the Falls (marked A on the plan). With suitable approach roads, a bridge here promises to afford the necessary facilities for trade between the northern districts of Mysore and the Bombay and Madras Presidencies. The distance between Sagar and Bhatkal would also be considerably reduced. The Mysore Government have no hesitation in saying that the want of a bridge here is a serious block to the development of trade in this area.

" 3. With the financial help so kindly rendered by the Government of India in regard to the construction of two bridges, namely, those over the Kabbini and the Cauvery at T. Narasipur and Ramanathapur, respectively, the Mysore Government have been able to undertake the construction of these bridges. One of the bridges has since been completed and opened to traffic and the other will soon be completed.

" 4. With the constantly increasing importance of interprovincial communications and the high standard at which the arterial roads have to be maintained in these days of mechanically propelled traffic, this Government have been put to the necessity of spending large sums of money on their roads. Unaided, they will not be able to find the money for the construction of expensive bridges, such as the one in question. The width of the river at the proposed site is about 950 feet and a maximum discharge of 1·50 lakhs of cusecs will have to be allowed. This bridge is likely to cost about Rs. 2½ lakhs. The Government of Mysore would be glad to meet half the cost, if the Government of India would be pleased to contribute the other half from the Reserve with them in the Road Account.

" 5. There is already a road connection from Sagar up to the State frontier and there is an excellent road beyond to Bhatkal built by the Government of Bombay at the request of the Government of Mysore. Sagar will also soon be a rail-head.

" 6. As the bridge would help greatly to improve inter-provincial communications and the development of trade beneficial to more than one administration, I am to say that the Government of Mysore would feel deeply grateful to the Government of India if they would be generous enough to assist them in this matter."

Read endorsement No. 1249/36-W, dated the 21st April 1937, to the Superintending Engineer, Southern Circle.

Read letter No. Kan. 19/3, dated the 18th May 1937, from the Superintending Engineer, Southern Circle.

Letter No. 1249/36-W, dated the 19th July 1937, to the Government of India, Department of Industries and Labour, as under :—

" I am directed to refer to the letter from the Government of India, Department of Industries and Labour, No. C. 35, dated the 5th April 1937, on the subject mentioned above, and to observe that at present there is no road between Gersappa and Honnavar (though one is shown on the Mysore Map forwarded by the Government of India) and the sea-borne trade from Siddapur takes the long route *via* Sirsi to Kumta. With the construction of the bridge over the Sharavathi river near the Gersappa Falls the traffic, which is fairly heavy at present, from Sagar to Gersappa and thence by country craft on the Sharavathi creek to Honnawar port, will dwindle to some extent. The construction of the bridge in question would however be of great advantage not only to the development of the trade of Sagar taluka of Mysore State but also for that of Siddapur taluka and Bhatkal Petha of Kanara District as this facility over the Sharavathi would provide direct communication between Bhatkal Port and Sirsi and Siddapur. In the circumstances the Government of Bombay consider that the construction of the proposed bridge is justifiable as it will help general development.

" 2. I am in this connection to observe that, as half the site of the proposed bridge lies within the British territory, it is necessary to make a stipulation that the bridge should be a free crossing for all traffic passing over the bridge and through Mysore territory on to Bhatkal Port. At present the Mysore Government are maitaining a ferry at Kodkani near the site of the proposed bridge and the charges for the ferry crossing are high. The Government of Bombay, therefore, consider that, when the bridge is constructed with half the cost contributed by British Government, the crossing should necessarily be free of all charges. There should also be no tolls on the Mysore side of the Gersappa Falls to Bhatkal road for through British traffic."

Letter No. C. 35, dated the 10th August 1937, from the Government of India, Department of Industries and Labour, to the Honourable the Resident in Mysore, as under :—

S.N.4 F.329-37 (T)

S.N.2 (T)

" With reference to your letter No. F. 329-37/R.O.II, dated the 4th March 1937, I am directed to say that, as the funds available in the Reserve in the Central Road Fund for the current and next financial years have already been earmarked for more urgent schemes, it is regretted that it will not be possible to offer any assistance to the Mysore Government for the construction of a bridge over the Sharavathi river near the Gersappa Falls before April 1939. Without committing the Government of India to the proposal in any way, however, the scheme has been noted for consideration of a grant from the Reserve during 1939-40.

" 2. In the meantime, I am to request that, as half the site of the proposed bridge lies in British India, an assurance may be obtained from the Mysore Government that, in the event of a grant being made from the Reserve for the bridge, no tolls will be imposed on the bridge or on through traffic on the road between the bridge and the Bhatkal Port."

Endorsement No. 1249/36-W, dated the 11th September 1937, to the Superintending Engineer, Southern Circle, as under :—

" * * * * * * *.

" 2. The Superintending Engineer, Southern Circle, is in this connection informed that what is most needed is improvement to the road from Siddapur to Gersappa village in the ghat section of it and he is requested to take the necessary action in the matter."

Letter No. Kan. 20, dated the 22nd March 1938, from the Superintending Engineer, Southern Circle, as under :—

" With reference to correspondence ending with this office No. Kan. 19, dated 20th December 1937, I have the honour to submit herewith rough plans and estimate, the latter amounting to Rs. 2,43,293 for the abovementioned work for favour of administrative approval of Government thereto.

" 2. The work stands at serial No. 47 under ' other Roads ' in the 1938 priority Lists of Communication works for the Southern Division, but does not find place in the Seven-Year Programme (with or without a loan) prepared by the Superintending Engineer, Road Development, Bombay Presidency, recently.

" 3. The above plans and estimate which form Part I of the project provide for improvements to road surface, including widening, regrading and resurfacing the road together with providing parapet walls, guard stones, etc. In this connection, reference is invited to Government endorsement No. 1249/36-W, dated 11th September 1937, below Government of India letter No. C-35, dated the 10th August 1937, to the Honourable the Resident in Mysore. Necessity of the improvements to the road in question has been given in the General Description attached to the project. I would only add that the necessity will be all the more urgent if the Government of India finally decide to contribute from the Central Road Fund to the Mysore Government towards the construction of a bridge over the Sharavathi river near the Gersappa Falls."

x S.N.4 (T) F.329-37

S.N.1/cP.1 (E) R.D.431-38

S.N.7/cP.11 (T) 329-37

Read letter No. R. 35, dated the 21st June 1938, from the Government of India, Department of Communications, forwarding for the information of the Government of Bombay letter No. 3170/S, dated the 2nd May 1938, from the Secretary to the Government of His Highness the Maharaja of Mysore, Public Works Department, as under :—

" With reference to your letter No. F. 329-37/R.O.II, dated the 25th August 1937, intimating that the scheme for the bridge over the Sharavathi has been noted for consideration for a grant from the Reserve in the Central Road Fund during 1939-40, I am directed to state that it has since been decided to construct a masonry storage dam across the Sharavathi in connection with the Hydro-Electric project with His Highness' Government propose to undertake in the near future. The dam will be of sufficient width to have a roadway over it. In view of this, the construction of a bridge over the Sharavathi will be unnecessary.

" 2. His Highness' Government have long had under their consideration the construction of a bridge over the Tunga at Thirthahalli, an important town in the Shimoga District. This bridge is proposed to be constructed on the Thirthahalli-Koppa road which connects two important districts of the State, viz., Shimoga and Kadur, which abound in thick forests and rich coffee and arecanut plantations. The construction of this bridge will afford easy communication internally and also facilitate the development of trade and inter-course between these districts of the Mysore State and South Canara District of the Madras Presidency.

" 3. An estimate for constructing a girder bridge amounting to Rs. 2·75 lakhs has been prepared, but had to be kept back for want of funds. A road map of the Mysore State showing the site of the bridge is enclosed. It has not been found possible to finance this expensive scheme on account of a heavy programme of road improvements in the State. Due to the rapidly increasing motor traffic and the insistent demand for more bridges on the roads within the State, the finances of this Government are heavily taxed. His Highness' Government would deem it a great favour if you would be so good as to move the Honourable the Resident to use his good offices, with the Government of India, to contribute half the cost of this important bridge during 1939-40 from the Reserve with the Government of India in view of the fact that the proposed bridge over the Sharavathi will no longer be necessary.

" 4. The Government of Mysore would feel deeply grateful to the Government of India for assistance in regard to this project."

Endorsement No. 1249/36-W, dated the 9th August 1938, to the Superintending Engineer, Southern Circle, as under :—

" * * * * * * * *

" 2. It is presumed that the proposal to construct a dam with a roadway over the Sharavathi instead of a bridge will not affect the roads improvements, although the site of the dam is likely to be different from that of the proposed bridge; that is presumably all the road improvements are necessary irrespective of the site of the river crossing. The Superintending Engineer is requested to state whether the presumption is correct."

S.N.14/cP.17 (B)

Letter No. F. 431-38/G & A, dated the 13th June 1939, from the Secretary to the Honourable the Resident in Mysore, as under :—

S.N.10/cP.13 (B)

" I am directed to refer to your letter No. 1249/36-W, dated the 20th March 1939.

S.N.2/cP.4 (T)

" 2. Since the construction of a dam with a roadway over it will be very expensive, the Government of Mysore have reverted to their original proposal to construct a separate bridge over the Sharavathi river, as proposed in the Resident's letter No. F. 329-37/R.O.II, dated the 4th March 1937, addressed to the Government of India in the Department of Industries and Labour, Public Works Branch. A map showing the site of the projected bridge was enclosed with that letter and a copy will be procured for the Government of Bombay if they wish. The Government of Mysore have revived their request for a grant from the Reserve in the Road Fund for the construction of the bridge."

RESOLUTION.—The work of improving the portion from mile 226/3 to 251/2 of the Bangalore-Gersappa Road estimated to cost Rs. 2,43,293 is approved administratively, subject to the accompanying technical note by the Chief Engineer to Government.

By order of the Governor of Bombay,

R. H. HAMMETT,
Deputy Secretary to Government.

G. R., No. 1249/36, P. W. D., dated 25th July 1939.

[P. T. O.

To

The Finance Department.
The Political and Services Department.
The Commissioner, Southern Division.
The Superintending Engineer, Southern Circle (with plans and estimates).
The Collector of Kanara.
The Accountant General, Bombay.
The Executive Engineer, Kanara Division.
The Honourable the Resident in Mysore (by letter).

No. of 1939.

Copy forwarded for information and guidance to

Accompaniment to Government Resolution, Public Works Department, No. 1249/36, dated the 25th July 1939.

Technical note by the Chief Engineer to Government on the plans and estimates for improvements to the Bangalore-Gersappa Road.

Superelevation of Ghat curves: *vide* remark on Sheet No. 1.

If superelevation is provided at all, on curves, it must be provided on all curves whether the centre of the curve is on the hill or valley side. Usually these two sorts of curves alternate and if there is no superelevation on every alternate curve, driving will be *either* dangerous if the speeds on the superelevated portions are maintained on the succeeding non-superelevated bit, *or* slow on roads without superelevation if the safe speed on non-superelevated bits is kept up. In the latter case the reason for superelevation disappears, as safe speeds are not increased. A pitched gutter can be formed on the valley side and water discharged over pitched slopes.